

# HUNT FOR GRAFT IN SUBWAY CONTRACTS

Nation-Wide Survey of Labor Situation by The Evening World Shows Increasing Unemployment, but No Acute Distress

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## SURVEY OF UNEMPLOYMENT BY EVENING WORLD SHOWS MOST OF IDLENESS IN EAST

Bulk of "Army" Is in Textile and Clothing Industries—Baltimore Carpenters Refuse Increase—Tendency to Check Demands and Increase Efficiency.

A survey of the labor situation made by The Evening World through its correspondents in every section of the country to-day shows unemployment increasing generally, though with few exceptions the situation is not yet acute.

The greatest number of idle are in the clothing and textile industries, one reason being that these are so centralized that the workers are not easily absorbed into other lines.

In some sections, especially in New England, wage reductions have been accepted by workers to prevent the closing down of mills, while in others mills and factories are maintaining wages, but running on part time. In a few cases the work day has been lengthened without an increase in pay. While only few attempts to cut wages in organized trades are reported, there has been a decided increase in efficiency and a great tendency to hold down the job and earn the money received.

In Baltimore 15,000 carpenters who had an agreement, made a year ago, for 10 cents an hour increase on Nov. 1, met last Sunday and on their own motion voted to refuse it on the ground that living costs are falling and new industries insure them steady work this winter.

In Cincinnati, where an "open shop" move is under way, the Boot and Shoe Makers' Union voluntarily withdrew a demand for an increase in pay and voted to continue the scale which expired Nov. 1.

In the Middle West conditions are "about normal," many of the idle in cities being those who refuse work on the farms. Nebraska farmers, for instance, are calling for 10,000 corn huskers, and Omaha reports 3,000 out of work and due to the call.

In the Northwest and on the Pacific Coast idle labor is chiefly of the drifting variety, farm hands seeking indoor or city work for the winter. These find those already on the jobs inclined to hold them, and so must "drift" further or swell the ranks of the idle.

## EASTERN STATES

### OVER 200,000 IDLE IN PHILADELPHIA

That Estimate Conservative—Thousands of Others on Part Time—Wages Slashed.

(Special to The Evening World.) PHILADELPHIA, Nov. 10.—Labor conditions in Philadelphia are in the worst condition in years. Labor organizations and civic and State bodies are unanimous in admitting this.

It is impossible to obtain any direct figures on these idle, but an estimate by civic organizations placed the number at close to 200,000, which is given as a very conservative estimate, and the figures probably far exceed that number.

Workers are accepting wage reductions because they place no alternative, and the practice of many big employers is to lay off large numbers of high-priced workers and then re-employ them at considerably reduced wages.

The textile, automobile and construction industries are virtually at a standstill, over 150,000 textile workers alone being out of employment or working on a one-third time basis. There are strikes no strikes, because a strike would have no chance at present with labor a part of the market.

The open weather has wiped the situation, and the State and municipal employment bureaus are sending

## LUXURIOUS BATHS WILL BE REVIVED FOR NEW SENATE

Built Eight Years Ago, but Never Used Because of Cry of Extravagance.

(Associated Press.)

WASHINGTON, Nov. 10.—THE Graceland-Roman baths of the United States Senate, installed nearly eight years ago, but never put into service, because of charges of extravagance, are now being cleared of cobwebs and the stains of time, and will be in shape to offer their luxuries of steam, plunge, shower and electricity to the members of the new Senate when it assembles.

Now the baths are coming back, but Senators themselves will pay a large part of the operating expenses, assessments being levied against each senator in proportion to the service he gets. The original cost of the baths was many scores of thousands of dollars.

## CONGRESSMAN IN CELL.

Arrested on Charge of Operating Auto While Intoxicated.

WASHINGTON, Nov. 10.—After spending the night in a precinct police station, Representative Garrett of Tennessee was in Police Court this morning to answer charges of operating an automobile while under the influence of liquor.

The Congressman's machine, the police charge, knocked down Miss Olive M. Schofield of this city last night at Sixth Street, resulting in a compound fracture of her hip.

The case was continued until Nov. 21 and the prisoner was released on \$100 bond.

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THE WORLD.

## WAR IN BASEBALL WILL END FRIDAY SAYS HERRMANN

"Five Loyal Teams" to Join Newly Formed Organization of Eleven Clubs.

TO CONFER IN CHICAGO.

Lasker Plan May Be Adopted With Slight Modifications—Johnson Satisfied.

KANSAS CITY, Nov. 10.—The five "loyal" American League club owners will join the eleven new National Club owners in a peace conference in Chicago Friday, Garry Herrmann, owner of the Cincinnati Nationals and Chairman of the New National League committee, sent here to present the Lasker plan, announced to-day shortly before he began addressing the National Association of Professional Baseball Leagues.

His talk was interrupted by a messenger who brought him a communication signed by five club owners who have stood with Ban Johnson, President of the American League in his fight.

Aside from the announcement of the meeting Friday, Herrmann made no comment and continued presentation of the argument for the Lasker plan.

Plans for the reorganization of baseball will be drawn up at the Chicago meeting and threatened war will probably be averted, baseball leaders said.

The Lasker plan for governing baseball by a civilian commission of three will be discussed and indications were that it would be adopted with slight modifications.

With agreement of the major league in sight for reorganization plans, the minor league owners were expected to swing into line and endorse whatever action the major league clubs may agree upon.

"We are going to have peace in the very near future—that's my individual belief," Herrmann said. "But what has been done cannot be changed."

Mr. Herrmann pledged that the territories, contracts and other affairs of the minor leagues would not be raised by the majors if they refused to enter the Lasker plan.

The Chicago meeting will be informal with no one present but the sixteen owners. John A. Heydler, President of the National League, said, "No lawyers and no stenographers will be present and there will be no vote." Mr. Heydler said, "If after talking things over they find there is something on which there is a prospect of a decision the meeting will formally consider it."

Mr. Heydler explained that the break came shortly after he arrived here to-day when Ben Quinn, representing the St. Louis Browns, and Clark Griffith, part owner of the Washington Club, called on the National League.

They said, according to Mr. Heydler, that they would confer with the other "loyal" American League clubs regarding a joint meeting to attempt to make peace in the baseball world. The announcement by Mr. Herrmann followed shortly after.

Ban Johnson said the arrangement for a joint meeting was satisfactory to him.

Landis Is Silent on Baseball Peace Plans

CHICAGO, Nov. 10.—Judge Kane saw Mr. Landis, who has been offered the position of chairman of the Cleveland commission to govern baseball, was checking a jury in United States District Court today when informed that an agreement on the baseball difficulties was in sight. The judge left the court to get all the details but would issue no statement. On his way back Judge Kane would consider the proposition more favorably if he can get into the matter with complete agreement among various factions in the game.

(Rising News on Page 24.)

## SHIPS WERE TAKEN OVER BY INEXPERIENCED MEN, GRAFT INQUIRY REVEALS

Specific Charges of Mismanagement and Incompetence Brought Out.

PAT JOBS FOR MANY

Millions Said to Be Advanced by Board to Contractors Before Vessels Were Finished.

Specific charges of mismanagement and incompetence in the conduct of the Shipping Board's business were repeated to-day by J. F. Richardson, one of the investigators employed by the Congressional Committee headed by Representative Joseph Walsh of Massachusetts, when he resumed testimony before the committee in the Federal Building.

"Companies to take ships," said Mr. Richardson, "were hurriedly formed by men who never formerly had been connected in any manner with ship handling." In this connection he mentioned a man named Fox who had been a theatrical costumer.

Many of the ships commandeered by the Shipping Board for war purposes were not returned to their owners, Mr. Richardson declared, but given over to hastily formed chartering companies. One of these latter, he said, was the South Atlantic Chartering Company, whose president was the son of one of the men on the Shipping Board. There was no examination for fitness or qualification of the men who proposed to handle ships for the Shipping Board, the witness declared.

The committee's hearings are considered of such importance in view of the revelations made by Mr. Richardson and A. M. Fisher, the committee's other statistician and investigator, that it was announced they may extend up to Thanksgiving and hearings may even be held at night.

It was the rule rather than the exception for relatives of shipyard executives and men who had contracts from the Shipping Board to hold full salaries jobs, entirely regardless of their fitness therefor, Richardson declared.

MILLIONS OVERADVANCED TO CONTRACTORS, WITNESS SAYS.

Millions of dollars, he said, were overadvanced by the Board to ship contractors while ships were under construction. Instances were cited where advances were asked, and received, of \$50,000 for continuing work where \$10,000 would have proved ample.

Some plants were constructed with Government money to build the largest type of ships, and then, after getting the money advances, the contractors would fail to bid for the building of the big ships, contenting themselves with bidding on smaller vessels. It was declared they were satisfied to have the large, well-equipped yards, which would be theirs at the end of the war.

Inaccurate reports on the progress made in building ships was common, Mr. Richardson stated. Asked if the Shipping Board's investigators did not check up on such reports, he responded that the inspectors' reports almost invariably were phony-made and the requests for advances of money and other money were paid through without question.

"I saw written instructions sent to the superintendent of one yard," he

## NO POLICE EFFORT TO TRACE WOMAN KILLED BY AUTO

Wore Many Gems, Initialed Ring and Eyeglasses Which Might Fix Identity.

Though eighteen hours had elapsed since an unidentified woman, with every appearance of refinement and wealth, was killed by an automobile on Riverside Drive between 54th and 56th Streets last night, The Evening World learned this afternoon that the Identification Bureau of the Police Department had not taken even superficial steps toward finding out who she was in order that her relatives might be notified, beyond giving to the newspapers the information that the initials "W. F. C." on a ring and "J. L. D. Dec. 5, 1886," were engraved on the inside of a wedding ring she wore, that an eyeglass case she carried had in it the imprint of J. M. Harris and one of her gloves had written in it the name "E. Fitzgerald." Even this information was faulty in that the glasses had in them the imprint of M. J. Harris, No. 34 East 23d Street.

At the Harris store it was said that there would be no difficulty in establishing the identity if the police had brought these the eyeglasses in the case, but that so far no police inquiry of any sort had been made. The store has two customers named E. Fitzgerald, one in Newark and the other Miss E. Fitzgerald, of this city. There is no customer on the books with the initials "W. F. C."

Edward Hansen of No. 420 West 149th Street, a certified public accountant, owner and driver of the car, was contacted after he had convinced the police that he was not going fast and that there had been no negligence on his part.

The woman, who was about forty years old, had black hair and gray eyes. She weighed 150 pounds and was 5 feet 7 inches tall. She was of dark complexion and her lower teeth were false. Besides the platinum wedding ring, she wore a ring with two diamonds, a pearl pin and a gold medal with a blue ribbon of the Salvation Army. She carried a silver mesh bag, which contained 22 cents and an eyeglass case marked J. W. Harris, of No. 54 East 23d Street. Her white gloves bore the name E. Fitzgerald and were marked No. 1000-8.

She wore a black skirt, a pink chiffon blouse, black silk stockings, catenapumps, white and pink silk undergarments, a white neckpiece and a gray hat trimmed with pink and two feathers. She carried a blue silk umbrella.

The passengers were not thrown out of the glass enclosed body, but were injured by being thrown about.

Miss Fitzgerald, who was with her, the principal lead in the investigation, said she was with her when the accident occurred. She said she was with her when the accident occurred. She said she was with her when the accident occurred.

Mr. Crozier was an aviator in the army of navy and was married in love with Miss Fitzgerald, having proposed to her half a dozen times.

Crozier refused to tell anything about the details of the trip but when asked whether it was a wedding party he replied, "No, but it will probably be in the future."

A hospital examination showed that Miss Fitzgerald's injuries were not serious. Her hand was fractured and she was injured, but in other ways injured and she had no other injuries. She was to be taken home last afternoon.

Transmissions were in the Police Station Service before the United States entered on war. After that he served in the American Ambulance and Aviation Service.

## AIRPLANE TUMBLES IN BROOKLYN LOT; GIRL AND MAN HURT

Miss Emily Drange, Midnight Krolie Beauty, One Victim of Accident.

PILOT'S LEG BROKEN

Attempts to Alight on Water, But Mishap Occurs on Final Swoop.

A hydroplane, owned by Capt. Frank Fitzsimmons of Atlantic City, and carrying as passengers L. Grout, of Hayside, L. I., and Miss Emily Drange, twenty-two years old, an actress of No. 529 West 148th Street, Manhattan, en route for Boston, was forced to descend to-day in a lot in the vicinity of Garretts Basin and Avenue U, Flatlands.

The machine was driven down from a high altitude by the wind which had increased that further flying was dangerous.

It was the intention of Fitzsimmons, the pilot, to alight on the water in Garretts Basin, a part of Sheepshead Bay, but something happened as he made the landing swoop and the machine struck the ground.

Fitzsimmons was badly hurt, his leg being broken. Miss Drange also was injured, and both were taken in an ambulance, presumably, to the Kings County Hospital. Grout suffered less serious injuries.

Persons in the neighborhood saw the machine crash and went immediately to it. They carried Fitzsimmons and the girl to a house in Kimball's Lane, near Avenue U, where the ambulance surgeon found them.

Fitzsimmons is said to have operated a hydroplane for several years and was considered an experienced pilot.

The hydroplane, a Hispano-Suiza machine, was completely demolished when it struck.

It went up from 18th Street and the North River at 16 o'clock. When it was over Flatlands Bay a squall caused trouble in the machine and it heaved violently.

Fitzsimmons lighted the plane as quickly as he could and began to descend. He brought it down to the surface of Garretts Basin, and rose again as he neared the land. He rose sufficiently to clear a fringe of trees on what is known as the Left Bank, and then came down into a ploughed field and the plane was overturned, making four revolutions on the ground.

The passengers were not thrown out of the glass enclosed body, but were injured by being thrown about.

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## MAYOR WILL TAKE STAND IN CITY CONTRACT INQUIRY; CRAIG HELPS UTERMAYER

New Subway Contracts Involving Hundreds of Millions of Dollars Now Being Investigated—Hetttrick's Letter on "Code" Bidding to Be Produced by Hylan.

The contracts for the building of the New York subways are now under scrutiny by Samuel Utermayer, counsel for the Lockwood Committee, and Mayor Hylan, who will be a witness to-morrow, will be asked many questions regarding those that have been signed during his term of office. The subway contracts involve hundreds of millions of dollars and are greater in volume than all the combined contracts under consideration by the committee.

Samuel Utermayer gave confirmation to the report that Comptroller Craig had allied himself with the Lockwood Committee in its search for corruption and waste in city contracts by spending half an hour in Craig's office in the Municipal Building to-day. Mr. Utermayer said they had the general subject of subway and dock building contracts under consideration.

Mr. Utermayer also intimated that the committee might take legal steps to restrain Commissioner of Accounts David Hirschfield, whose course in persisting in an independent contract investigation has been approved by the Mayor. Asked just what the committee would do to Commissioner Hirschfield, Mr. Utermayer repeated his previous comment: "Sufficient unto the day is the evil thereof," which was irreverently interpreted by a committee clerk as meaning: "When the show re-opens to-morrow the Hirschfield side show will not be anywhere near the entrance to the big tent."

As soon as Mr. Utermayer had left him Comptroller Craig sent a messenger to the towers of the Municipal Building to summon Superintendent of School Buildings, C. B. J. Snyder, who returned word that he wouldn't call on Comptroller Craig except by direction of Supt. Ettinger. Comptroller Craig sent the messenger right back with this warning:

"Tell Snyder if he doesn't come down here as quick as he knows how, I will take steps to compel him to come."

The Mayor refused to make any comments to-day on the attacks made on him yesterday by Mr. Utermayer. He declined to comment on the obvious alliance being perfected between Mr. Utermayer and Comptroller Craig, the most legally important, though not the most harmonious, personalities of the Mayor's official family.

The Mayor is expected to produce letters he is believed to have received from John T. Hetttrick, lawyer-manipulator of the bidding under the "code" on city contracts.

Yesterday David Hirschfield, Mayor Hylan's Commissioner of Accounts, conveyed to the Lockwood Committee information as to a bribe said to have been paid to Robert P. Brindell of the Building Trades Council by Frederick Tench, President of Terry & Tench, contractors.

Samuel Utermayer wrote to Hirschfield, saying, "Again I ask you to stop," meaning that the Lockwood Committee was qualified to obtain all necessary graft information without the aid of the Commissioner of Accounts. Likewise, in his letter to the Mayor inviting him to attend the Lockwood session to-morrow, Mr. Utermayer, referring to Hirschfield, called him the "irrepressibly glibulous and publicity-mad Commissioner of Accounts."

"Now that Mr. Utermayer has ordered Mr. Hirschfield, your appointee,

2020 WORLD ALMANAC

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